

ROSLINDALE

Like many “streetcar suburbs,” Roslindale was predominantly rural until trolley service began in the latter part of the 19th century. In recent years, Roslindale’s commercial district has been redeveloped with new shops and activity. The neighborhood is bordered to the north by the Arnold Arboretum and Forest Hills Cemetery and to the south by the Stony Brook Reservation.

Washington Street runs through the middle of the district, whose center, Roslindale Square, lies at its intersection with Cummins Highway. The entire Roslindale Village commercial area is today a thriving neighborhood business district. Roslindale Village was one of the first urban areas to participate in the “Main Street” revitalization program developed by the National Trust for Historic Preservation. The early and continued success of the program in revitalizing Roslindale Village became a national model for the commercial redevelopment of urban neighborhood centers and the precursor to Boston’s citywide Main Streets program.

Roadway Volumes in Roslindale*

Washington Street	10,000
Hyde Park Avenue	13,000
Cummins Highway	18,000
Belgrade Avenue	7,000
Metropolitan Avenue	5,000

Source: CTPS

*Estimated daily vehicles at a representative point

Roslindale’s population grew to 34,618 in 2000, a 5% increase over 1990, and a reversal of the slow growth or decline of the previous two decades. Roslindale Village has the largest concentration of jobs in this primarily residential neighborhood.

Employment Areas in Roslindale

Forest Hills	650
Hyde Park Avenue	1,500
Roslindale Village	2,150
Other	250

TOTAL JOBS

4,550

Source: 1996 CTPS site-level employment database

There are 108 spaces in municipal lots in Roslindale, all in the Roslindale Village business district. There is also substantial public parking available at the commuter rail stations.

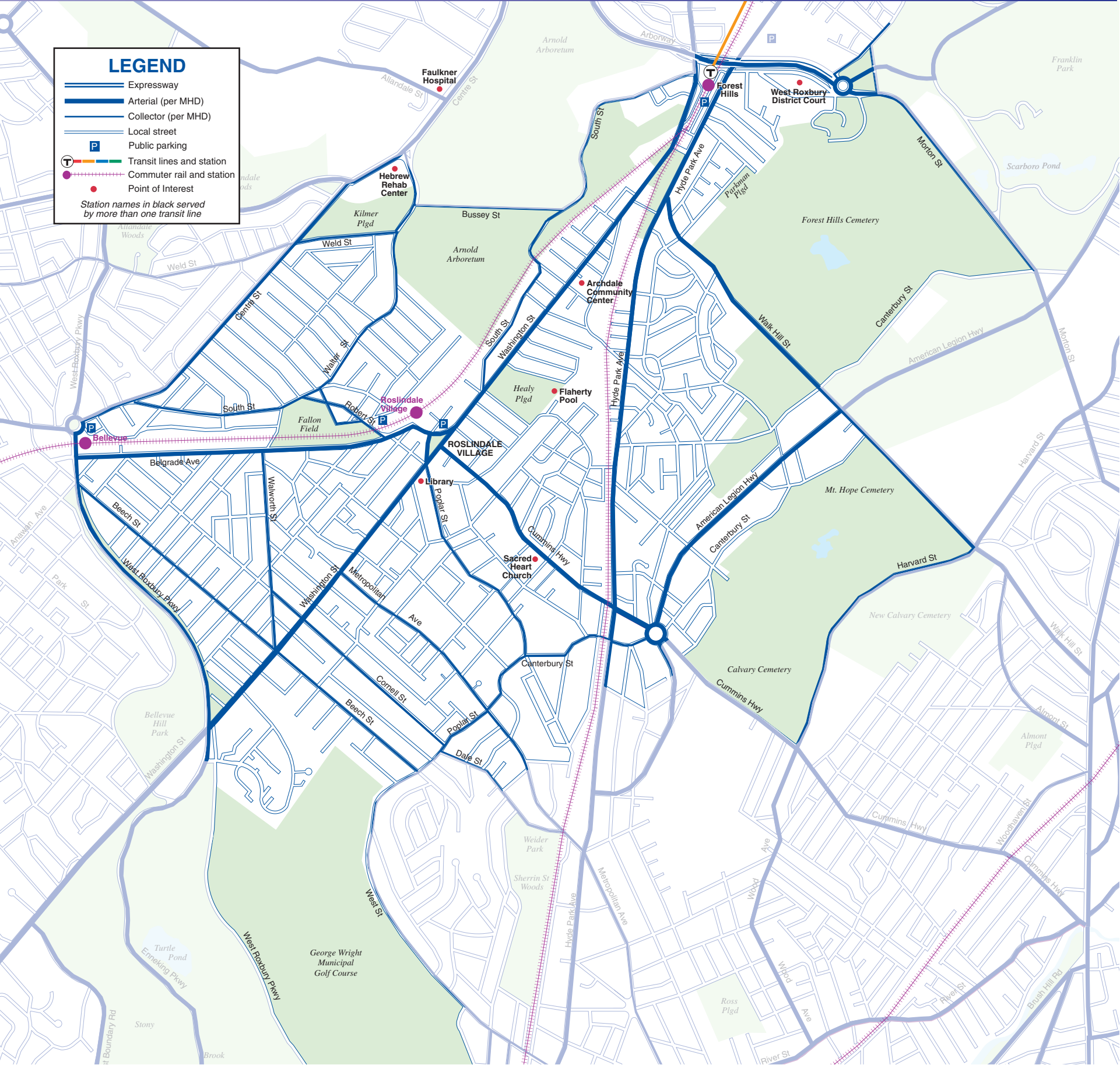
Municipal Off-Street Parking Lots (spaces)

- 10 Taffhill Terrace (92)
- 711 South Street (16)

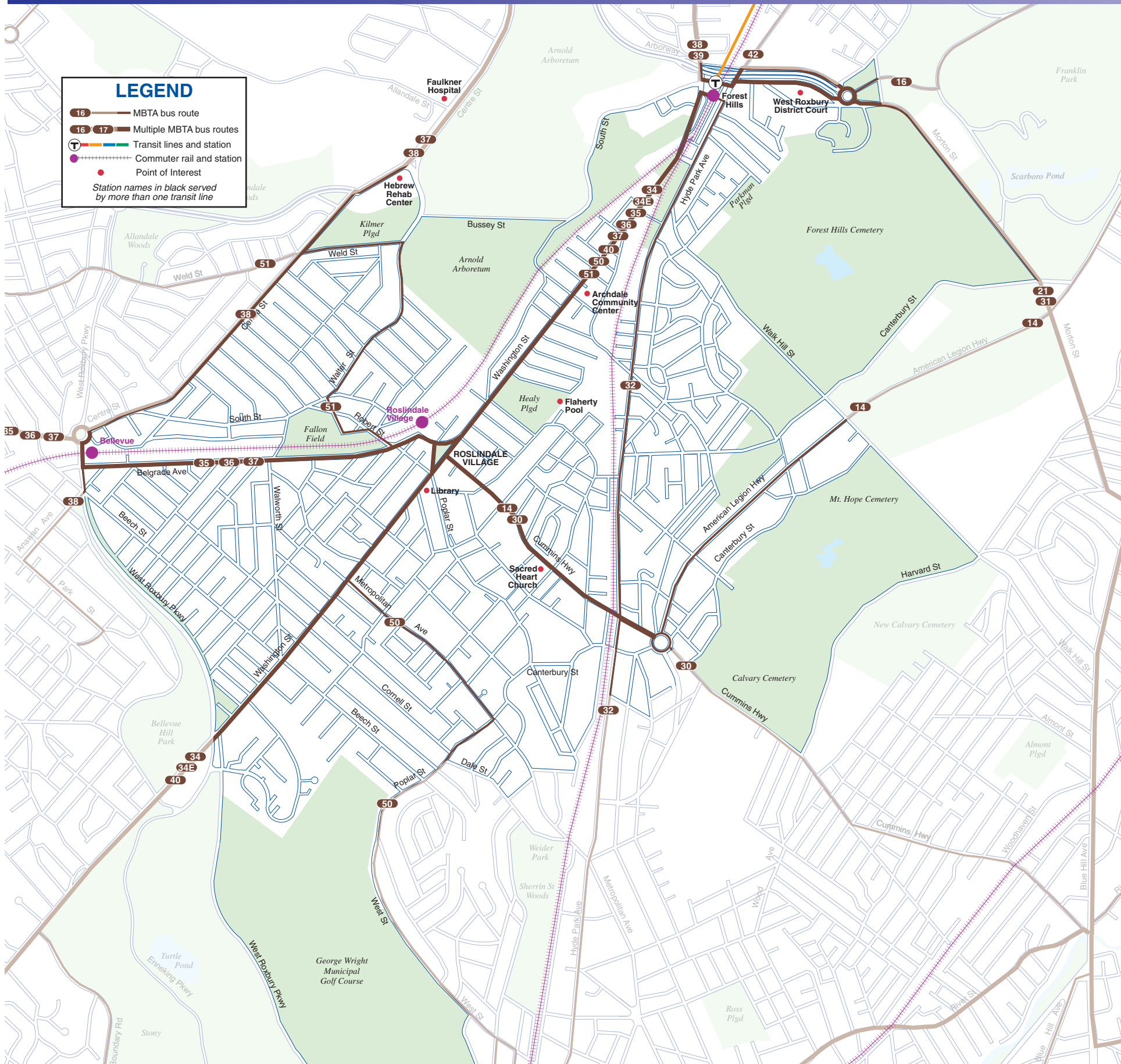
Roslindale’s population density is lower than most of Boston. In 1990, 30% of its housing units were single family, compared to 16% citywide and exceeded only by West Roxbury and Hyde Park. Auto ownership is also higher than the city average, and as in 1990 only 23% of households did not have a motor vehicle compared to 38% citywide. Conversely, 35% of households in Roslindale had two or more motor vehicles compared to 20% citywide.

Roslindale has a very low share of walk trips compared to the citywide average. Only 38% of trips within the district are taken on foot, with these only

ROADWAY SYSTEM



TRANSIT NETWORK



constituting 26% of all trips. Transit is most popular for trips downtown, but these make up only 6% of all Roslindale-based trips. With low employment, and few regional attractions, 61% of trips in Roslindale are home based.

Distribution of Trips and Mode Shares in Roslindale			
	Auto	Transit	Walk
All destinations and purposes	75%	13%	12%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
26%	Within Neighborhood	59%	3%	38%
6%	Core Neighborhoods	32%	68%	0%
37%	Rest of Boston	76%	18%	7%
17%	Inner Communities	92%	8%	0%
14%	Outer Communities	97%	3%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
61%	Home	75%	16%	9%
8%	Work	74%	19%	7%
31%	Other	74%	7%	19%

The Orange Line terminates at Forest Hills, the northern tip of Roslindale. Several bus routes provide connecting service at Forest Hills. Route 34, running the length of Washington Street to Dedham, has the highest ridership and most frequent service in Roslindale. Route 50 also runs along Washington St, but turns towards Hyde Park at Metropolitan Avenue. Routes 35, 36, 37 and 51 use Washington St., then turn west on Belgrade Ave. to serve western Roslindale and West Roxbury. These combined routes provide Belgrade Avenue, and the section of Washington Street between Roslindale Village and Forest Hills with one of the densest concentration of buses in the MBTA system. Crosstown service is provided by routes 14, 30, and 51. The Needham commuter rail line has stations at Forest Hills, Roslindale Village, and Bellevue, providing a 15 to 20 minute trip to Downtown Boston, with the Roslindale Village station the busiest.

Daily MBTA Use by Station or Route*		
Rapid Transit	Commuter Rail	
Forest Hills	13,400	150
	Roslindale Village	500
	Bellevue	350

Bus Routes		
14	Roslindale – Dudley & V.A. Hospital	950
30	Roslindale – Mattapan	1,900
34	Dedham Line – Forest Hills	6,300
35	Dedham Mall – Forest Hills	2,100
36	Charles River – Forest Hills	3,250
37	Baker & Vermont – Forest Hills	1,650
40	Georgetowne – Forest Hills	1,100
50	Cleary Square – Forest Hills	1,000
51	Cleveland Circle – Forest Hills	1,700

*Boarding counts only. Source: MBTA and CTPS